ognized as the leading fi-

CITY OF NEW YORK.

BOARD OF ESTIMATE AND APPORTIONMENT. public notice is hereby given that at a meeting of e Board of Estimate and Apportionment, held no 80, 1905, the following petition was received: (EXTENSIONS.)

To the Honorable the Board of Estimate and Apportionment of The City of New York:

The petition of New York City Interborough Hallway Company respectfully shows:

I your petitioner is a street surface railroad corporation duly organized and existing under the laws of the State of New York, and has duly filed, pursuant to section 90 of the Railroad Law, a statement of the extensions or branches of its road ment of more of the surface of the road ment of the extensions or branches of its road ment of more of the surface of the

laws of the State of New York, and has duly filed, pursuant to section 90 of the Railroad Law, a statement of the extensions or branches of its road herein proposed.

Il. Your petitioner desires to obtain from The III. Your petitioner desires to obtain from The III. Your petitioner desires to obtain from The City of New York, and hereby respectfully applies for its consent to a grant of the franchise or right to use certain streets, roads, avenues, highways, boulevards, driveways, bridges, public viaducts and approaches, parkways or public grounds within or belonging to The City of New York for the construction and operation in and upon the surface reliroads (including the necessary connections, switches, sidings, turnouts, turn-tables, cross-overs, and suitable stands or other aiructures necessary for the accommodation and operation of the said railroads by the overhead or other aystem of electricity or other motive power which may be law-rully used upon the same, as extensions or branches of its existing road, and for public use in the conveyance of persons and property for compensation.

III. The following is a description of the said certain streets, roads, avenues, highways, boulevards, driveways, bridges, public viaducts and approaches, parkways or public grounds within or belonging to The City of New York, in, through, upon and along, and to, upon, over and across which your petitioner desires to extend its road or construct branches thereof, as aforesaid, to wit:

(1) Beginning on Route No, 1, as described in the certificate of incorporation of said New York (ity interborough Railway Company, at the intersection in through, upon and along East One Hundred and Seventy-fourth areas a general northeasterly direction upon and along East One Hundred and Seventy-fourth intersection with Jerome avenue; thence in a general southeasterly direction in, through, upon and along Cast One Hundred and Seventy-fourth wends and public objects, etc.; Aqueduct avenue, and runs, crosses the following highways, avenues, tre

enue all in the Borougn of The Bronz, in the City, beinty and State of New York.

The said extension or branch, as it winds and rins, crosses the following highways, avenues, creta and public places, etc.: Aqueduct avenue, eatherbed Lane, Plimpton avenue, Nelson avenue, alargespeare avenue, Macomb's Road, Grand enue, Belmont street, Harrison avenue, Inwood cane, Belmont street, Townsend avenue, Walton renue, Grand Boulevard and Concourse (not on ade), Eden avenue, Morris avenue, Fastburn renue, Wecks avenue, Morris avenue, Fastburn renue, Wecks avenue, East One Hundred and Sevinythird street, Webster avenue, Wendover renue, Brook avenue, Park avenue, Washington renue, Brahrate avenue and Third avenue; all the Borough of The Bronx, in the City, County did State of New York. tate of New York. Beginning on Houte No. 1, as described in the care of incorporation of said New York City oursugh Railway Company, at the intersec-t West One Hundred and Eighty-eighth street

and Manhattan, in the City, County and State of New York.

(a) Beginning on Route No. 1, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Lind aveaue and West One Hundred and Bixty-eighth street: running thence in an easterly direction in, through, upon and along West One Hundred and Sixty-eighth street to its intersection with Shakespeare avenue; thence in a southerly and southeasterly direction in, through, upon and along Shakespeare avenue to its intersection with Jerome avenue; thence in a geutherly direction in, through, upon and along serome avenue to its intersection with McClellan street to its intersection with East One Hundred and Sixty-seventh street; thence in an easterly direction in, through, upon and slong Sixty-seventh street; thence in an easterly, southeasterly and easterly direction in, through, upon and along East One Hundred and Sixty-seventh street; thence in an easterly, southeasterly and easterly direction in, through, upon and along Cay avenue to its intersection with East One Hundred and Sixty-seventh street to its intersection with Clay avenue; thence in a northerly direction in, through, upon and along Cay avenue to its intersection with East One Hundred and Sixty-seventh street to its intersection with East One Hundred and Sixty-seventh street to its intersection with East One Hundred and Sixty-seventh street to its intersection with East One Hundred and Sixty-seventh street to its intersection with East One Hundred and Sixty-seventh street to its intersection with East One Hundred and Sixty-seventh street to its intersection with East One Hundred and Sixty-seventh street to its intersection with East One Hundred and Sixty-seventh street to its intersection with East One Hundred and Sixty-seventh street to its intersection with East One Hundred and Sixty-seventh street with the Borough of The Bronx, in the City, County and Sixty of New York.

The said extension or branch, as it winds and turns; crosses the following highways, avenue, streets and public places, etc.: Lind avenue, Ogden avenue, Nelson avenue, Woodyorest avenue, Shakespeare avenue, West One Hundred and Sixty-elghth street, Anderson avenue, West One Hundred and Sixty-elghth street, Anderson avenue, West One Hundred and Sixty-eventh street, Jerome avenue, KcCleilan street, Cromwell avenue, River avenue, KcCleilan street, Cromwell avenue, River avenue, East One Hundred and Sixty-eventh street, Grard avenue, World avenue, Grand View Place, Grand Boulevard and Concourse (not on grade), Meridan avenue, College avenue, Findlay avenue, Morris avenue, College avenue, Findlay avenue, Morris avenue, Clay avenue and East One Hundred and Sixty-eighth street; all in the Borough of The Bronz, in the City, County and State of New York.

(4) Beginning on Route No. 1, as described in the crifficate of incorporation of said New York City Interborough Railway Company, at the intersection of West Two Hundred and Thirty-eighth street and Albany road: running thence north-easterly in, through, upon and along Albany road to its intersection with Van Corlandt avenue and Van Corlandt Park South; all in the Borough of The Bronz, in the City, County and State of New York.

The said extension or branch, as it winds and

to its intersection with Van Corllandt avenue and Van Corlland Park South: all in the Borough of The Bronx, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, at reets and public places, etc.; West Two Hundred and Thirty-eighth street, Albany road, an unnamed street, Van Cortlandt Park South, and Van Cortlandt avenue; all in the Borough of The Broax, in the City, County and State of New York.

(b) Beginning on Route No. 1, as described in the certificate of incorporation of said New York City Interborough Railway Company, at a point on the One Hundred and Fifty-fifth Street Vladuct, between Bradhurst and Eighth avenue, and on a line vertically above the westerly linefor the Manhattan Elevated Railway Company's station at lighth avenue and West One Hundred and Fifty-fifth street via the street of the Manhattan Elevated Railway Company's station at lighth avenue and Fifty-fifth street to its intersection with Broadway; thence northerly in, through, upon and along Broadway to the rapid transit station at the intersection of Broadway and West One Hundred and Fifty-seventh street; all in the Borough of Manhattan, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways. avenues.

Borough of Manhattan, in the City, County and State of New York.

The said extension or branch, as it winds and turns, croses the following highways, avenues, streets and public places, etc.: Vladuot, Bradhurst avenue, Edgecombe avenue, St. Nicholas venue, Amsterdam avenue, Broadway. West One Hundred and Fifty-seventh street; all in the Borough of Manhattan, in the City, County and State of New York.

(6) Reginning on Route No. 3, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of West Farms Road, Boston Road and East One Hundred and Seventy-seventh street; inning thence in a general southerly direction in, through, upon and along West Farms Road to its intersection with Home street; thence in, through, upon and along Home street; thence in, through, upon and street, all in the Borough of The Bronz, in the City, County and State of New York.

of The Bronx, in the City, County and State of New York.

The said branch or extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Boston Road East One Hundred and Seventy-seventh street. West Arms Road, Rodman Place, East One Hundred and Seventy-sixth street. East One Hundred and Seventy-sixth street. East One Hundred and Seventy-sixth street. East One Hundred and Seventy-south street, East One Hundred and Seventy-fourth street. East One Hundred and Seventy-fourth street, East One Hundred and Seventy-second street, Jennings street, Edgewater load, Boone avenue, Freeman street, Longfellow evenue, Home street, Bryant avenue, Vyse avenue, He avenue, Southern Boulevard, Simpson street, Lox street, Tifany atreet and Intervale avenue, all in the Borough of The Bronx, in the City, County and State of New York.

(7) Beginning on Route No. 6, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Prospect avenue and East One Hundred and Fifty-sixth street; running thence in a morth-westerly direction in, through, upon and along Longwood avenue to its intersection with Dawson street; thence in an easterly direction in, through, along and upon Dawson street to the route of said New York City Interborough Railway Company upon Leggett avenue, at its Intersection with Dawson street; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, affects and public places, stc.: East One Hundred and Fifty-sixth street, Prospect avenue, Mewit Place, Dawson street, East One Hundred and Fifty-sixth street, Prospect avenue, Mewit Place, Dawson street, East One Hundred and Fifty-sixth street, Prospect avenue, Mewit Place, Dawson street, East One Hundred and Fifty-sixth stree

lork.

(8) Beginning on Route No. 6, as described in the certificate of incorporation of said New York City Internorough Railway Company, at the intersection of Leggett avenue and Dawson street; running thence northerly in, through, upon and along Dawson street to its intersection with Intervale avenue thence in a northerly direction in, through, upon and along Intervale avenue to its intersection with the route of said New York City Interborough Railway Company at the intersection of Dongan street and Intervale avenue; all in the Borough of

PUBLIC NOTICES.

The Bronz, in the City, County and State of New York.

city Interborough Rallway Company, at the intersection of Intervale avenue, East One Hundred
and Sixty-ninth street, Tiffany street and Home
street; running thence in a northwesterly direction
in, through, upon and along East One Hundred
and Sixty-ninth street to its intersection with
Franklin avenue; thence in a southwesterly direction in, through, upon and along Franklin avenue
to its intersection with East One Hundred and
Sixty-eighth street; thence in a westerly direction in, through, upon and along Fanklin avenue
and Sixty-eighth effect to its intersection with
Clay avenue; all in the Borough of The Bronz,
in the City, County and State of New York.

The said extension or branch as it winds and
turns, crosses the following highways, avenues,
streets and public places, etc.: Intervale avenue,
Tiffany street, East One Hundred and Sixty-ninth
street, Home street Stebbins avenue, Lyman
Place. Prospect avenue, Freeman street, Chion
avenue, Tinton avenue, Boston Road, McKinley
Square, Clinton avenue, East One Hundred and
Sixty-ninth street, Franklin avenue, East One
Hundred and Sixty-eighth street, Fulton avenue,
Third avenue, Washington avenue, Park avenue,
Brook avenue, Webster avenue and Clay avenue;
all in the Borough of The Bronz, in the City, County
and State of New York.

(18) Beginning on Route No. 7, as described in the
certificate of incorporation of said New York City
Interborough Rallway Company at the intersection of Wendover avenue and Crotona Park South,
thence westerly in, through, upon
and along Crotona Park East, to its intersection
with Prospect avenue and Crotona Park South,
thence westerly in, through, upon
and along Wendover avenue and Crotona Park South,
thence westerly in, through, upon
and along Wendover avenue and Crotona Park South
thence westerly in, through, upon
and along Wendover avenue and Crotona Park South
thence westerly in, through, upon
and along Crotona Park South, to its intersection with Pulton
avenue; thence northerly in, through, upon
and along Crotona Park South and State of New York.

(IB) Beginning on Route No. 7, as described in the certificate of incorporation of said New York City Interborough Railway Company at the intersection of Railway Company at the intersection of the County of New York and along Grotona Park East, to its intersection with Prospect avenue and Crotona Park South there exerterly in, through, upon and along Grotona Park East, to its intersection with Prospect avenue and Crotona Park South there exerterly in, through, upon and along Folion avenue to its intersection with Third avenue and the secondary of the Bronz, in the City, County and State of New York. Third avenue, and state intersection with Third avenue, all in the Borough of The Bronz, in the City, County and State of New York. Third avenue, East One Hundred and Seventy-first streets and public places, etc. Crotona Park East Wendover avenue, Prospect avenue, Crotona Park East Wendover avenue, Prospect avenue, Crotona Park East Wendover avenue, Prospect avenue, Crotona Park East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and Third avenue, Prospect avenue, Crotona Park East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and third the East One Hundred and Seventy-first streets and Third avenue, East One Hundred and Seventy-first streets and third the East One Hundred and Seventy-first

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY, [CORPORATE SEAL.] BY ARTHUR TURNBULL, Attest:

D. W. McWilllams. Secretary.

State of New York. County of New York. ss.:
Arthur Turnbull, being duly sworn, deposes and says: That he is the president of the New York City Interborough Railway Company, the petitioner named in the foregoing petition: that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge except as to the matters therein stated to be alleged upon information and belief, and that as to those matters he believes it to be true; that the reason why this verification is not made by the petitioner is that it is a corporation: that the deponent is an officer of said corporation, to wit; its president, and that the grounds of his information in regard to the matters stated in the foregoing petition so far as the same are not within his personal knowledge are statements made by officers or agents of the corporation to him as president thereof.

Sworn to before me June 26, 1905.

[SEALL.] R. M. NEUMANN.

Notary Public (9). New York County, N.Y.

State of New York, County of New York, Ss.:
On this 26th day of June, in the year one thousand nine hundred and five, before me personally came Arthur Turnbull, to me known, who being by me duly sworn, did depose and ssy that he resided in The City of New York; that he is the president of the New York City Interborough Railway Company, the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that ne signed his name thereto by like order.

[SEAL.] Notary Public (9), New York County, N. Y. and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the New York City Interborough Hallway Company, dated June 26, 1905, was presented to the Board of Estimate and Apportionment at a meet

New York July 20, 1905.

CITY OF NEW YORK.

BOARD OF ESTIMATE AND APPORTIONMENT.

Public notice is hereby given that at a meeting of the Board of Estimate and Apportionment, held June 30, 1905, the following petition was received:

To the Honorable the Board of Estimate and Apportionment of The City of New York:

The petition of New York City Interborough Railway Company respectfully shows:

I Your petitioner is a street surface railroad corporation duly organized and existing under the laws of the State of New York, and has duly made and filed, pursuant to section 13 of the Railroad Law, surveys, maps and certificates of the alterations or changes of the route of its road herein proposed.

II. Your petitioner desires to obtain from The City of New York and hereby respectfully applies for its consent to a grant of the franchise or right to use certain streets, roads, avenues, highways, boulevards, bridges, public viaducts and approaches, parkways or public grounds within or belonging to The City of New York for the construction and operation in and upon the surface thereof of double or single track surface railroads (including the necessary connections, switches, sidings, turnouts, turn-tables, cross-overs and suitable stands or other structures necessary for the accommodation and operation of the said railroads by the overhead or other system of electricity or other motive power which may be lawfully used upon the same), as alterations or changes of the route of its existing road, and for public use in the conveyance of persons and property for compensation.

III. The following is a description of the said interest roads, avenues, highways, boulevards, driveways, bridges, public viaducts and ap-BOARD OF ESTIMATE AND APPORTIONMENT.

PUBLIC NOTICES.

The Brona, in the City, County and State of New York.

The said catenation or branch, as it winds and streets, and public places, etc., | Legect aware, and along a not to upon, over and across and extreets, and public places, etc., | Legect aware, and the bornough of the Brona, in the City, County and the Brona, in the City, County and the Brona, in the City, County and the Bronaging on Rouse No. 6, as described in the Bronaging on Rouse No. 6, as described in the Interborough Rollway Company, at the Intersection of the City, and along a state of the Interborough Rollway Company, at the Intersection of the City, County and Assamption, the Brona, and along Assamption, and the City, County and the County of the Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County and the County of The Brona, in the City, County of the County of the County of The Brona, in the City, County of the proaches, parkways or public grounds within or belonging to The City of New York. In, through, upon and slong, and to, upon, over and across which your petitiener degrees to make such pro-posed alterations and changes of its route, to wit. Change No. 1 m Route No. 1, as described in its

thence southeasterly on and along said Last Cander Hundred and Seventy-eighth street to Boston road.

IV. Your petitioner proposes to operate the roads to be constructed upon said altered and changed routes by the overhead trolley system, or by any other motive power, other than locomotive steam power, which may be approved by the State Board of Raitroad Commissioners, and consented to by the owners of property bounded upon the same, as provided by law.

Wherefore, your petitioner prays that public notice hereof and of the time and place when and where this application will be first considered be given, as required by the provisions of section 92 of the Railroad Law and of all other laws applicable thereto, and that the desired consent or grant be embodied in the form of a contract, with all of the terms and conditions as to compensation and otherwise, in accordance with the provisions of the Greater New York Charter.

Dated at The City of New York, June 26, 1905.

NEW YORK CITY INTERBOROUGH RAILWAY CORPORATE SEAL! By ARTHUR TURNBULL, President.

WANTED FOR U. S. ARMY—Able bodied un married men between ages of 21 and 35; citizens of United States, of good character and temperate habits, who can speak, read and write English. For information apply to RECRUITING OF-FICER. 25 Third Ave., 2969 Third Ave., 708 Sixth Ave., 2308 Eighth Ave., N. Y., or 363 Fulton St., Brooklyn.

ELECTIONS AND MEETINGS. AMERICAN STEEL FOUNDRIES.

Notice of Special Meeting of September 6, 1905, as authorized by the Board of Directors' Meeting of August 3, 1905, Notice hereby is given that a special meeting of the stockholders of the American Steel Foundries has been duly called and will be held at the principal office of the Company, at No. 15 Exchange Place, Jersey City, New Jersey, on Wednesday, the sixth day of September, 1905, at 11 o'clock in the forenoon, for the following purposes, to wit:

sixth day of September, 1898, at 11 o'clock in the forencom, for the following purposes, to wit:

To take separate action upon and with reference to cach and every of three resolutions, adopted by the Board of Directors of American Steel Foundries at the meeting thereof, held August 3, 1905, as follows, to wit:

(1) The resolution authorizing the issue of bonds for the principal sum of six million dollars (36,000,000), to be secured by mortgage, lien or pledge upon the plants of the Company and also upon the entire capital stock of the Simplex Railway Appliance Company, and about fifty five per cent. of the capital stock of the Commonwealth Steel Company of New Jersey, and authorizing the affer to the preferred and common stockholders of 38,500,000, par value of such bonds at eighty per cent. of their par value, the balance, namely, 25,500,000 of bonds, not to be issued except under the conditions specified in the resolution.

(2) The resolution authorizing and approving the conditional contract dated July 6, 1805, between the Company and Messrs. Shearson, Hammill & Company, acting on behalf of a syndicate which includes or may include several directors of the Company, for the acquisition of so many of said \$3,500,000 of said bonds so offered as shall not be taken by the stockholders upon the terms and conditions and for the commany and approving the contract between this Company and approving the contract between this Company and w. V. Kelly and associates dated July 14, 1905.

The stock transfer books will be closed at the close of business on Tuesday, the 15th day of August, 1805, and will be reopened at the opening of business on Thursday, the Seventh day of September, 1905.

By order of the Board of Directors.

15 Exchange Place, Jersey City, New Jersey, August 3, 1905.

THE CHICAGO AND ALTON RAILWAY CO.
Chicago, Ill., September 4, 1906.
ANNUAL MEETING.
The stockholders of The Chicago and Alton Railway Company are hereby notified that the annual meeting of said company for the election of directors and transaction of such other business as may be presented will be held at the company's office in Chicago, Ill., on Tuesday, the 3d day of October next, at 1020 o'clock A. M. The transfer books for both the Common and Preferred Stock will be closed at the close of business hours on Monday. September 11th, 1905, and reopen on Oct. 4, 1905.

ALEX. MILLAR, Secretary. ALEX. MILLAR, Secretary.

The Toronto Mail and Empire leads as the financial daily newspaper of Canada. The New York Sun is rec"

nancial daily newspaper in America. The entire financial service of that great paper is transmitted over The Mail and Empire's private leased wire every night for simul-

Sun, When a Canadian has read The Mail and Empire at his breakfast table he has all the published information that is available to any banker in New York at the same

taneous publication in The Mail and Empire and the

Mr. James F. McClelland recentiv resigned his professorship in the Mining and Engineering department of Columbia University to go to Southern Nevada under contract as an expert for the South Nevada Co., who offer his services to anyone desiring reliable information as to mining properties in that location. Being on the ground, Mr. McClelland can furnish information promptly and at slight cost. His references as to character and ability are Prof. James F. Kemp, Columbia University, N.Y., and Prof. Jno. D. Irving, Lehigh University, Bethlehem, Pa.

Address: W. C. Kimball, Temple Court, N. Y. City, or Tasker L. Oddie, Tonopah, Nye Co., Nevada.

AMERICAN CAN COMPANY.
A quarterly dividend of ONE AND ONE QUARTER PER CENT. (14/5) has this day been declared upon the Preferred Stock of this Company payable on October 2d, 1805, to Stockholders of record at the close of business September 18th, 1905. The Transfer Books will be closed as to the Preferred Stock from Sept. 17th to Oct. 2d, 1905, both inclusive. Checks will be mailed.

New York, September 1st, 1905.

THE DELAWARE & HUDSON COMPANY. A quarterly dividend of ONE AND THREE QUARTERS (134%) PER CENT. on the capital stock of this Company will be paid at the office of the Company. 21 Cortlandt Street, in this city, on and after Friday, September 15, 1905, to Stockholders of record at close of business to day.

By order of the Board of Managers.

CHARLES A. WALKER, Treasurer.

PROPOSALS.

York bankers, has been raising some reat his country place. Brighthurst, on the Orange Mountain. One achievement was peaches the size of muskmelons, and now his gardener has produced eggplant weighing ten pounds each.

The peaches were pronounced juicy and luscious and the large egg plants are fully as tasty as the small ones usually produced.

MARINE INTELLIGENCE.

MINIATURE ALMANAC TRIS DAT.

Sun rises 5:25 Sun sets 6:24 Moon sets ... 9:56

HIGH WATER THIS DAY. Sandy Hook. 9:59 Gov. I'd. ... 10:31 Hell Gate... 12:24 Arrived-SUNDAY, Sept. 3.

Arrived—SUNDAY, Sept. 5.

Sa Columbia, Glasgow, Aug. 27.

Sa Italia, Genoa, Aug. 12.

Sa Potomac, Avonmouth, Aug. 23.

Sa Tudor Prince, Shelds, Aug. 19.

Sa Maracas, Trinidad, Aug. 26.

Sa Langham, Carlbarlen, Aug. 28.

Sa Santiago, Guantanamo, Aug. 29.

Sa Ponce, San Juan, Aug. 29.

Sa Princess Anne, Norfolk, Sept. 2.

Sa Comanohe, Jacksonville, Aug. 31.

Sa City of Columbus, Savannah, Sept. 19.

Sa Jenerson, Norfolk, Sept. 2.

Ship Canada, Turka Island, Aug. 24.

Brigantine G. B. Lockhart, Curação, Aug. 17.

Ss Madonna, from New York at Naples. SAILED FROM FOREIGN PORTS. Ss Etruria, from Queenstown for New York. Ss Noordam, from Boulogne for New York. Ss Furnessia, from Moville for New York. Ss Kroonland, from Dover for New York. OUTGOING STEAMSHIPS.

Sail Wednesday, Sept. 6.
 Oceanic, Liverpool
 8 00 A M

 Rotterdam, Rotterdam
 7 30 A M

 Havana, Colon
 9 30 A M

 Alene, Hayti
 9 30 A M

	Comal. Galveston	3 00 P
١	INCOMING STEAMSHIPS.	
١	Due To-day.	
	Prince Adalbert Naples	Aug
1	MinnehahaLondon	Alle
	VaderlandAntwerp	Aug.
ı	Potsdam Rotterdam	Aug.
9	Maracalbo Curação	Aug.
	El Rio	Aug.
	BernardBarbados	Aug.
H	ArkansasShieldsAlleghanyPort Limon	Aug.
	Alleghany Port Limon	Aug.
ı	City of Columbus Savannah	Sept.
	Due To-morrow.	
ı	Kalser Wilhelm II Bremen	Aug.
H	Bremen Bremen	Aug.
1	CevicLiverpool	Aug.
ı	El Monte New Orleans	
ı	Prins Maurits	Aug.
4	Auchencrag Shields Monterey Havana	Aug.
	GiuliaVenice	Sept.
ı		Aug.
1	. Due Wednesday, Sept. 6.	
	MajesticLiverpool	Aug.
ı	Manuel CalvoNaples	Aug.
ı	Concho	Aug.
9	Advance Colon	Aug.
9	Apache dacksonvine	sept.
ı	Due Thursday, Sept. 7.	400
۱	Patricia Hamburg	Aug.
ì	Nord America Gibraltar	Aug.
	HudsonHavre	Aug.
ı	El Dia Galveston	sept.
a	Alamo	Sept.
ì	Alamo	sept.
1	Due Friday, Sept. 8.	
4	Koenigin Luise Gibraltar	Aug.
1	Orizaba Vera Cruf	Aug.
1	Due Saturday, Sept. 9.	
1	CedricLiverpool	Sept.
J	St. Louis Southampton	Sept.
1	Etruria Liverpool	Sept.

SEARCH FOR COPPER MINES,

MUCH EXPLORATORY WORK IN

THE LAKE SUPERIOR DISTRICT.

Good Share of Production Now Coming
From Properties Developed Within
Ten Years—New Yorkers Developing
Gold Properties in British Columbia.

HOUGHTON, Mich., Aug. 31.—The amount of exploratory and development work now under way in the Lake Superior copper district is greater than ever before in the history of mining in this field. The low water mark was reached about 1896, when there were but seven active properties in Houghton county and one in Keweenaw county, with every mine idle in Ontonagon county. There came a turn in the tide in 1897, with a marked improvement in 1898 and the greatest "boom" in the history of the district in 1899. The work of making new mines has not ceased, even in the depression following the break in the price of copper that came late in 1901.

Of the present production of metal by the work of making new mines has not ceased, even in the depression following the break in the price of copper that came late in 1901.

Of the present production of metal by the work of making new mines has not ceased, even in the depression following the break in the price of copper that came late in 1901.

Of the present production of metal by the mines of the Lake district, a very respectable proportion comes from mines that have been made during the past decade. The Copper Range Consolidated, which stands second only to the Calumet and Heda among the producers of the district in point of output, is making from three mines about 40, 000,000 pounds of fine copper yearly, and all three mines are absolutely new properties. The big end of the output of the Osceola Consolidated comes from the two Kearsarge mines, one of which is entirely new, while to increase its output to about 18,000,000 pounds yearly. The Abmeek, Allouez and Centennial are all producers, and all are entirely new mines. The Centennial is an old company, but is now producing from an entirely new mines. The Centennial is an old company, but is now producing from an entirely new mine, work on which was begun late in 1899.

The Allouez is sending a small amount of the Calumet and works of which was begun late in 1899.

The Allouez is sending a small amount of the Great Cariboo Goid Company of New Pack Range of the Cariboo Goid Company of New Pack Range Caribo Goid Company of N

may be sunk on the plane of the lode at right angles to the strike of the Baltic amygdaloid. The Erie-Ontario exploration is making good progress, and the showing is a satisfactory one. The same can be said of the Challenge shaft being sunk by St. Mary's Mineral Land Company. Both of these properties are in the hitherto little known district between the Champion and Winona mines.

The Mitchell Development Company is the latest of the Michigan-Arizona corpora-tions to go by the board. The Mitchell was organized nearly three years ago, in the height of the Arizona copper boom, and its shares sold at a fabulous premium shortly after organization. Considerable money was expended in exploratory work, which was conducted with vigor for about two years.

FORT HANCOCK N. J., August at, 1905—Sealed proposals for installing screen doors and windows on 4 Mess hall additions to Barracks and 1 double set of N. C. Officer's Quarters here will be received until 12 M., September 30, 1905. Information furnished on application. U. S. reserves right to reject any or all proposals. Proposals should be marked "Proposals for Screens," addressed ABE. S. BICKHAM. Q. M.

PROPOSALS FOR ALTERATIONS TO POWER HOUSE, FORT WOOD, N. Y. H., Sept. 1, 1905—Scaled proposals in duplicate for turnishing all material and labor for making alterations to Power House, here will be received until 12 M., Sept. 20, 1905, and then opened. Information furnished on application. Envelopes containing proposals snould be independ "Proposals for Alterations to Power House," and addressed QUARTERMASTER.

MR. BROWN'S GIANT PEACHES.

Big as Muskmeions and Just as Juley—Ostrich Eggplants, Too.

Orange, N. J., Sept. 2—John Crosby Brown, of Brown Bros. & Co., the New York bankers, has been raising some re-

something further will be done there.

MONTANA.

Bitte, Aug. 30.—A strike of copper has been made seven and a half miles southeast of Butte near the Northern Pacific Railroud station of Homestake. The extent of the strike is not known, but the discoverers, R. A. Weiss and Mrs. Julia F. Hamilton, have located seventeen claims along the strike of the vein. Several openings made indicate a rich find.

The Little Annie mine, northwest of Butte, has been sold to the Cobban company of Butte for \$150.000. Years ago the mine was a good silver producer, but no work has been done on it since 1893 when all the Montana silver mines were put out of business. The Little Annie adioins the Goldsmith, one of the rich producing mines of that part of the Butte district.

The placer mines of the Pennmont Consolidated Gold Mining Company at Martina are proving rich properties. Martina is located in the Court of Alene district, and the mining property is on what is known as Nine Mile Creek. Wherever the ground has been worked it has yielded good values in free gold. Pittsburg capital is back of the company and \$20,000 worth of improvements have been made in building houses, flumes and a big hydraulic plant.

A new company has been formed to develop the Bearpaw mining property near Murray, an extension of the Bertop mines. The new company hes planned to run a tunnel, about 500 feet in length along the main lead and work on it is to begin immediately.

The North Butte group of mines could have been bought by the Amalgamated company a year ago for \$5,00,000. North Butte stock is now selling at affaire that places a valuation of \$21,000,000 on the properties. The company has 600,000 shares of stock of a par value of \$15 a share, but it is selling at \$35 a share. There are retained in the treasury 200,000 shares. There are retained in the treasury 200,000 shares are retained in the treasury 200,000 shares. The samelter at Anaconda, which will make it unnecessary for many years to lay out any money for a selling so the Royal Gold mine nea

of it in the tailings, which it is now purposed to recover.

ALASKA.

SEATTLE, Wash. Aug. 28.—A large fleet of steamers is plying on the Yukon from Dawson to Fairbanks and way points, carrying freight and passengers. Many of the ships refuse passengers, as their space is taken by freight, which is being rushed in as rapidly as the steamers can carry it. Never in the history of the Yukon country has there been such a demand for transportation, and the new and old lines of steamers have had more than they could well attend to. This will keep up till the middle of October or first of November. The rush also continues to Nome, Seward and points in southeastern Alaska, where mining, fishing and oil operations are being conducted on a larger scale than ever before. Every returning steamer brings down heavy consignments of fish, gold, furs and other products of the country. Next week the Cook Inlet country will contribute a cargo of petroleum. This oil is the first lot produced by a company of Indianans. The electrical plant and water works of the city of Seward were purchased yesterday by S. M. Graff and others of Seattle. Seward, the terminal city of the Alaska Central Railway, has grown so rapidly this season that it bothers the local enterprises to keep pace, and the new owners of these works find it necessary to enlarge at once the water works and electrical plant to double the present size. The railroadwork is being pushed energetically, and fifty miles will be operating all winter. The mines, too, along the line are opening up in first class manner.

A year or two ago it was a rare thing to see steamers in this part of the Territory, but now they are as common as the ordinary coasting craft engaged in the local trade. Seward, being the terminal city, is doing an active business and bids fair to rival many of the older places in trade and traffic. At the present time it is no unusual sight to see from three to six steamers receiving and discharging freight at the Seward docks.

Miners who have prospected the Tan

entirely new mine, work on which was begun late in 1899.

The Allouez is sending a small amount of rock to mill from the openings in progress, and is securing about forty pounds of mineral a ton, or about the same as the Wolverine is getting. It is a question whether the Allouez will gain anything in particular by starting milling so soon, but the present high price of copper is an inducement that tempts any new mine to get into the ranks of the producers at the earliest possible moment.

The Atlantic and Baltic are to make an exchange of ground, similar to the trades that have been made between a number of the mines just north of Calumet. This exchange will rectify the boundary line between the Baltic and the Section Sixteen tract of the Atlantic so that the surface lines will run parallel with the dip of any shafts that may be sunk on the plane of the lode at right angles to the strike of the Baltic amygdaloid.

The Erie-Ontario exploration is making good progress, and the showing is a satisfactory one. The same can be said of the Challenge shaft being sunk by St. Marry's Mineral Land Company, Both of, these

COLORADO.

COLORADO SPRINGS, Sept. 1.—William G.
Zeigler recently discovered platinum ore, samples of which were forwarded to the United States Geological Burvey, Washington, D. C. Returns show gold 1.9e ounces and platinum 43 ounces a ton. A letter accompanying the report says: "The finding of platinum in Colorado is of great interest to us, and we would be pleased to have you send us a large sample (from a sackful or carload), and the values found in the same will be returned to you without charges for concentration."

The discovery was made in the Buena Vista district by an old miner, who is reticent about the location. He is confident of having found this rare ore in marketable quantity. Much interest is shown by prospectors and others, who are examining all ores in the district.

The new mill on the Little Giant property at Crippile Creek will be started next week. The cyanid process for low grade ores will be used. The plant's capacity will be fifty tons daily.

The new Hamlet mill, three miles north of Silverton, is handling fifty to sixty tons of ore daily. The shipping record is a car of concentrates every other day. A large amount of ore is in sight.

H. C. Woodruff and W. B. Lowe of New York are at Silverton, Col., in the interests of the Ariadne group of mines, owned by a New York company, of which they are at the head.

The Colorado City experimental oil well, is down 925 feet. Oil and gas indications are

the head.

The Colorado City experimental oil well is down 925 feet. Oil and gas indications are strong.

The half interest of C. E. Loomis of Utics.
New York, in the Livingston Gold Mining Company recently acquired by W. R. Doty, has been sold to Fred. G. Schafer of Denver for \$112,500. The property is located in Boulder county.

Goldfield. Aug. 21.—The greatest excitement has been caused here by the rapid work on the Reilly lease of the Florence mine which expires Nov. 1. One day last week fifty tons of \$200 ore were sacked and another day \$12,000 worth of ore was prepared for shipment. Over 150 men are employed on the surface and underground and work goes on in three shifts. Every effort is being made by the leasers to get out as much high grade ore as possible, as the owners receive only 20 per cent. The Florence is probably paying better now than any other mine in Goldfield, and it is estimated that by the time the Reiliv lease expires the total output of the leasers will be \$700,0000.

The Denver mine on Bonanza Mountain. near Beatty, has struck rich ore shout 125 feet from the mouth of the second tunnel. About twenty tons of ore have been taken out ranging from \$300 to \$400 a ton.

In the Tramps mine, near Bullfrog, a rich streak of 2-foot wide quartz was struck last week, the ore running from \$50 to \$100 a ton. The Tramps mine, near Belipse mine has been widened to reach a very rich streak of ore that assays as high as \$16,000 to the ton. This is at a depth of 70 feet, where the vein spreads from \$10 20. The Black Hawk mine in Eldorado Cañon is showing up a large amount of ore that runs from \$20 to \$30 a ton. This mine was worked forty years ago and proper in the face of the drift on the 160-foot level gave values of 105 ounces of gold to the ton. Other assays have ranged from \$100 to \$40,000 the ton.

All around Reno prospectors are developing locations, and north of the town at least 100 men are worling in the hills. Several of these men have struck good ledges, and a number of local companies have been organized to work new mines.

Near Indian Springs, three and a half miles from Beastry, rich pockets have been struck in a mine. One yielded \$2,285, and assays from the four foot quartz ledge gave from \$200 to \$40,000 to the ton.

Other assays have ranged from \$100 to \$40,000 to the ton.

All around Reno prospectors are developi

rich ore in sight.

In Plumas county J. W. Johnson recently reopened an old ledge discovered forty-two years ago. It assays \$72 a ton in copper and \$8 in gold. From another part of the MINING.

MINE PUMPS.

THE SLOGAN OF THE CAMERON-"CHARACTER THE GRANDEST THING." THE CAMERON, in use the world over, and con-ceded to be the most serviceable, durable and effect-ive Station and Sinking Pumps on the market to-day. Often imitated, never equalled. Write for the latest catalog "C" and lowest prices to the Foot East 33d St., New York City, U. S. A., GOLD PROSPECTING TRIP.—A mining engineer engaged in manufacturing, thoroughly acquainted with field geology, gold mining and assaying, has two months leisure and would like to arrange with interested parties for a prospecting or mine inspection trip to south Nevada. California or elsewhere. M., box 108 Sun office.

edge Mr. Johnson pounded out \$80 from seven pounds of rock.

The sulfurets and slimes saved during seventeen days run with the ten-stamp mill at the Murchle mine in Nevada City yielded a gold brick worth \$16,500. The sulfurets netted \$343 a ton and the slimes \$634 a ton after all costs of shipment and reduction.

A fine copper prospect has been opened up at Big Bend, Trinity county. One boulder is estimated to contain \$60,000 worth of copper on the surface. The main ledge is \$600 feet wide and it increases as the shaft is sunk on it. The ore assays from 5 per cent. on the surface to 30 per cent. at the bottom of the shaft.

the surface to 30 per cent. at the bettem of the shaft.

IN THE BLACK HILLS.

LEAD, S. D., Aug. 29.—The Hidden Fortune affairs reached a climax yesterday. Within a few hours after the application had been made by oreditors Kirk G. Phillips, former State Treasurer, was appointed receiver, Before night Mr. Phillips had filed his bond and qualified, and the property of the company was in his charge. This outcome is not totally unexpected. For several months the company's affairs have been in an unsatisfactory condition. The location of their mill so far from the workings of the mine made it difficult to treat the ore with a profit. Several months ago operations at both mine and mill were suspended. The Hidden Fortune Company was organized about a year it has large and valuable holdings, adjacent to the Homestake, well defined veins of gold bearing rock, and is sure in time to become a producer. So far, however, it has labored under adverse conditions.

IDAHO.

Boisz, Aug. 27.—The excitement over the discovery of rich free gold quartz mines on

SALT LAKE, Aug. 28.—An important strike has been made at the Skylark mine in Beaver Lake district. At a depth of 115 feet below the surface a vein rich in copper and iron was encountered, twenty-one feet wide. The ore is a red oxid, permanent and firm, and improves as depth is attained.

The Boston and Terrace mining company, operating on the west side of the Great Salt Lake along the Lucin cut-off of the Southern Pacific, is about to patent seven additional claims. Work in the tunnel; through which the mine is being opened; is being pushed rapidly. The group, owned by the company, consists of fourteen claims.

A wealth of wulfanité ores is blocked out in the stopes of the Continental mines at Alta. It is the first mine in the State to come forward with this class of ores in commercial quantities. The ores have a value of \$300 a ton.

The Log Cabin and Gold Development

a ton.

The Log Cabin and Gold Development companies are making extensive explorations in the Maryavale section of the Gold Mountain conuity. They are working on the theory that there is a big mother lode of rich ores following through the chain of mountains running south and southeast from Mount Baldy, the hub of the Gold Mountain country.

SALOON THEATER RAIDED. Police Think the Law Is Violated in the Hungarian Colony.

John Ellis, Paul Letsche and Anna Anzel, Hungarian, were arraigned in the Yorkville police court yesterday on a charge of giving a theatrical performance without a license in the saloon at 114 East Third street. The complaint was made by Detective Charles Ernst, who said:

"There's a new form of Saturday night amusement among the Hungarians and Bohemians in the precinct, and it seemed to us that it was in violation of the theatrical law."

Many of the saloons of that part of the East Side, he added, had small stages erected at the back, and on Saturday nights had music, singing and various kinds of performances. Ellis, he said, was the manager. Letsche a musician and the

manager. Letsche a musican and the Anzel woman a singer.

"This lady had on a striking costume," the detective went on. "She wore a red skirt, a yellow waist with black suspenders, white stockings and tan shoes. She was supposed to be a Hungarian peasant girl."

Ernst said that the saloon shows had recently become so extensive that Cart New York, in the Livingston Gold Mining Company recently acquired by W. R. Doty, has been sold to Fred. G. Schafer of Denver for \$112,500. The property is located in Boulder county.

NEVADA.

Goldfield, Aug. 21.—The greatest excitement has been caused here by the rapid work on the Reilly lease of the Florence mine which applies Nov.

proprietor of the saloon at 132 East Third street, and Emil Friese, who, the detective said, was an actor.

"Friese was dressed up like a priest on the stage, and had his face painted and was singing a rollicking song when I arrested him." Akst explained.

Another detective from the same precinct arraigned three men whom he had arrested on a like charge.

The Magistrate told the detectives that he had some doubt as to whether the prisoners could be held for a violation of the theatrical law. He advised the policemen to lay the matter before the District Attorney and act on the advice he gave them.

He then discharged the prisoners.

WIDOW SUES DAUGHTER. Daughter, a Widow, Too, Has Been Missing

Since July, Leaving Loans Unpaid. PATERSON, Sept. 3.—Mrs. Salina Westervelt, a grayhaired widow, began suit yesterday to recover \$6,964 from her daughter, Mrs. Kate Young. The whereabouts of the daughter, who has been a widow for a year, is not known.

Mrs. Westervelt lives at 18 Weiss street. Mrs. Westervelt lives at 18 Weiss street. She is the widow of Martin Westervelt who owned a butcher shop on lower Main street, this city, twenty years ago. When he died he left an estate valued at from \$10,000 to \$15,000. This was undivided, the daughter and mother living together until the daughter married Thomas Young a loom-fixer.

At the time of the marriage, Mrs. Western

fixer.

At the time of the marriage Mrs. Westervelt built a house and furnished it for the young couple and from time to time she advanced sums to the daughter, so that, she alleges, she practically gave her all the ready money she possessed Although the mother asked a number of times for an accounting she could not get one, she says.

Mrs. Westervelt is at a loss to know why her daughter left home. Mrs. Young's husband died a year ago, after a long illness. Mrs. Young left her mother's home early in July and nothing has been heard from her since.

TWO NEGROES LYNCHED.

Taken From an Officer and Hanged-Had Beaten a White Man.

SILVER CITY, Miss., Sept. 3.—Arthur and Talcum Woodard, negro brothers, were taken from a train last night by a masked mob and hanged to a tree half a mile out

mob and hanged to a tree half a mile out of town.

They were in custody of City Marshal W. B. Jackson of Silver City, who was carrying them to the county farm to serve sentences of sixty days, imposed for assaulting Andrew White with a club and drawing a pistol on Sam Dugan, White's neighbor, who came to his assistence.

The List of Referees. The following is a list of referees appointed in cases in the Supreme Court last week:

Cases.	Referens.
ane vs. Deane	Algernon S. Norton.
tter of Bartow	Edward B. La Fetra.
eck vs. Olsen	Jacob Silverstein.
ins vs. Greenwich Se	V-
ngs Bank	Emil Goldmark.
ilman vs. Knicker-	
ocker Trust Co	Cephas Brainerd.
tter of Dean	Henry Kropf.
tter of Dean	James A. Foley.
	e Greenbaum.
w York Life Insurar	ice
ompany vs. Polstein	Fellx H. Levy.
The second secon	

By Justice Dugro.
U. S. Trust Co. vs. Daniels Thomas F. Keogh.
Middleton vs. Fastow. Oscar P. Willman.
Lindauer vs. Cohen. Oscar P. Willman.
By Justice Elschoff. Matter of Schwarzkopf ... Roger A. Pryor. By Justice Amend. O'Connell vs. Gallagher. Miles M. O'Brien, Jr.
Matter of Board of R. T.
Commissioners........George Hass.